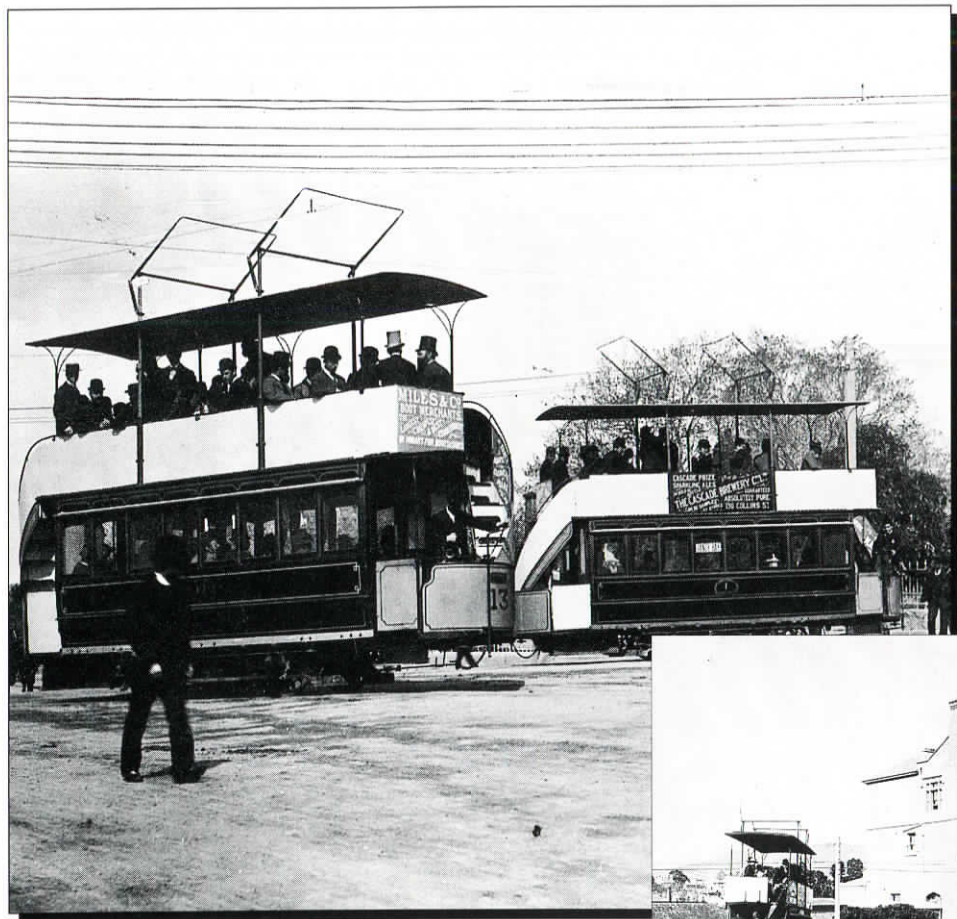




*One Hundred Years on Tasmania's Roads.*

In the modern city, movement is life. That citizens are able to travel to and from their places of work, schools, and recreation centres quickly, easily and cheaply is fundamental to the quality of city life.

Metro is proud to have provided a vital service to the population centres of Tasmania for 100 years. This publication is intended as a brief history spanning the years from our very humble beginnings to the state-of-the-art transportation system Tasmanians enjoy today.



*Commencement Day, 1893, on the corner of Macquarie and Elizabeth Streets*

*The corner of Davey and Murray Streets.*







*On Sandy Bay Road near Byron Street*

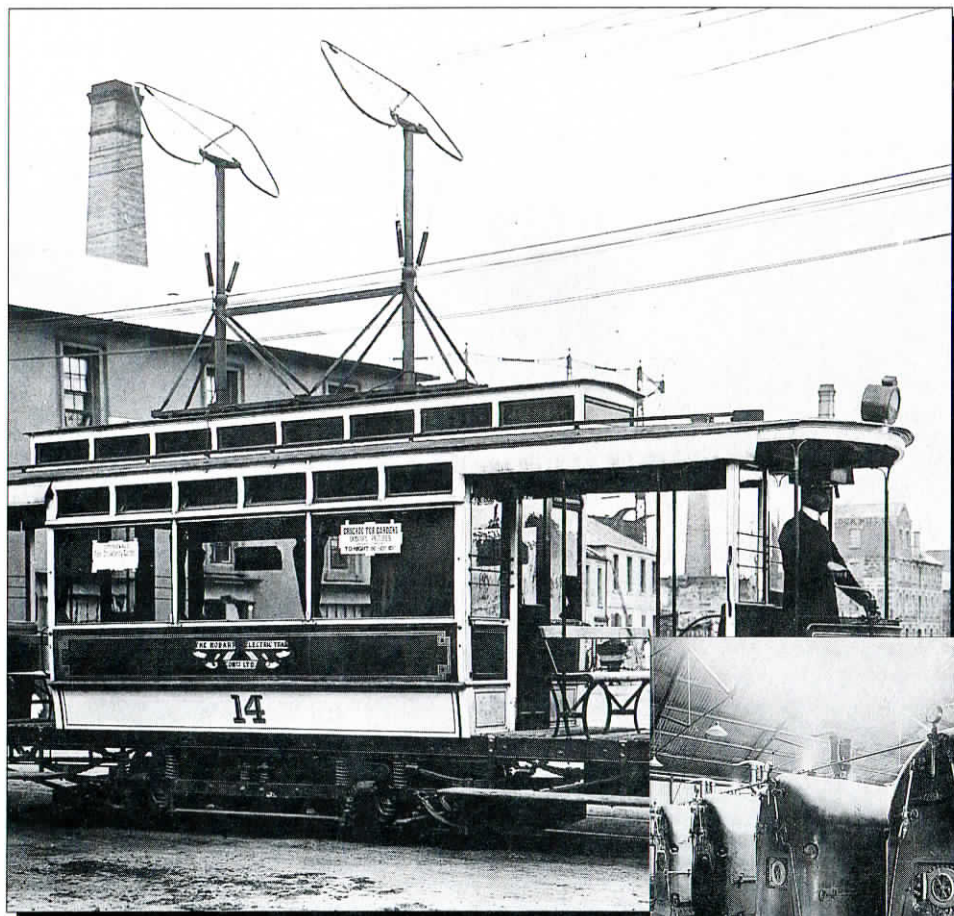


*Cascade Road Near Cascade Brewery*

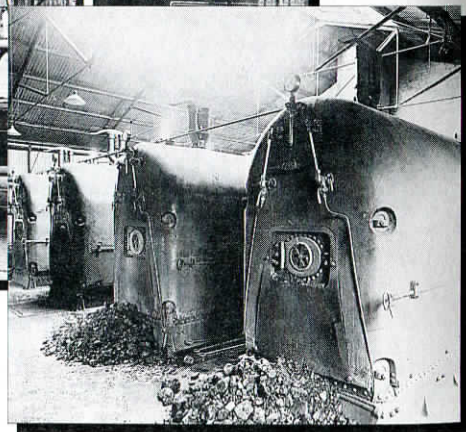
The Hobart Electric Tramways Company commenced regular service on September 21st, 1893. The service was Australia's first public use of electricity.



**T**he London firm  
Siemen Brothers (which had  
three Tasmanians on the  
Board of Directors) offered  
to build Hobart's tramway  
at a very low price in order  
to promote its products to  
the rest of Australia.  
As a result, Hobart became  
the first city in the Southern  
Hemisphere to have a  
complete electric tramway.



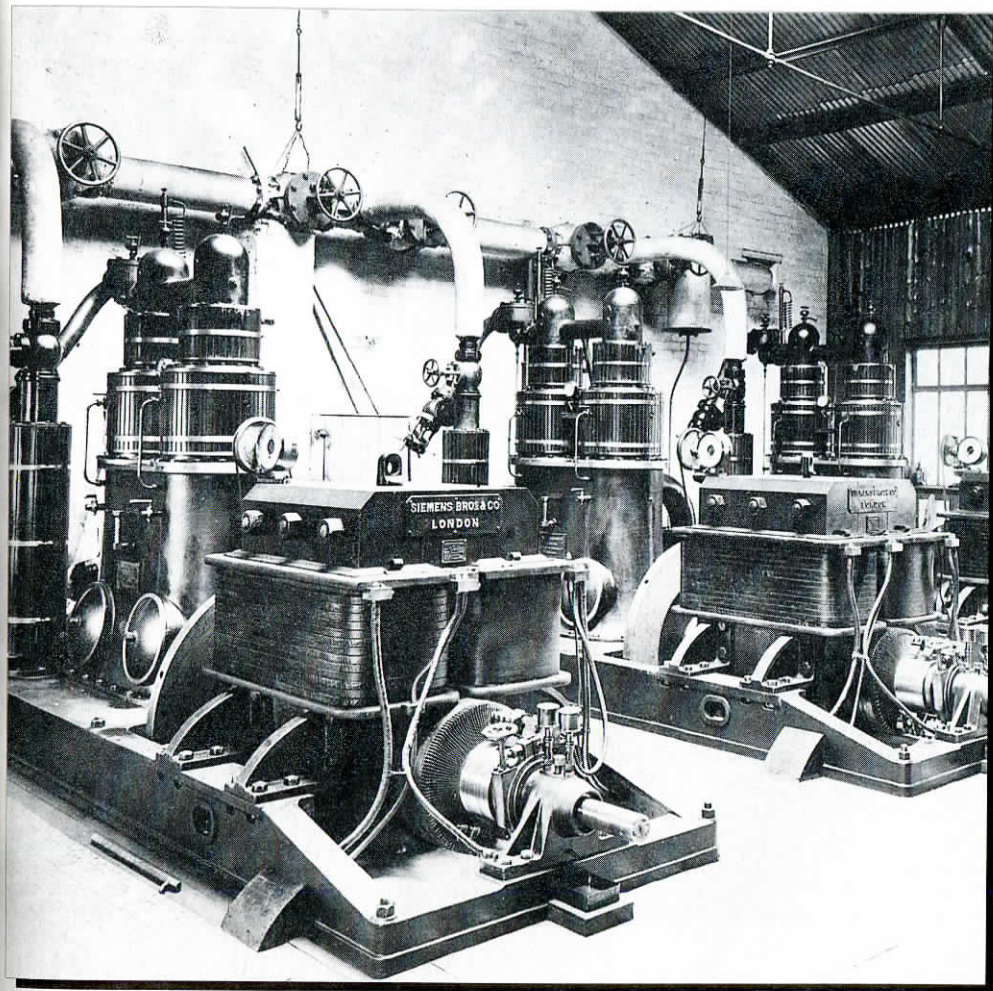
*A Single-Deck Tramcar on Lower Macquarie Street*



*Coal-fired boilers at the City Depot*







*The Siemens generators at the City Depot*

**E**lectric Power for the tramway system was generated at the City Depot on the corner of Macquarie and Campbell Streets. Four 60hp Marshall Multi-tubular loco-type boilers, a ninety-foot iron smokestack and three generating sets had to be coupled to the Siemens Generators to provide sufficient power for the system.



**L**aunceston was the first city in Australia to have electric street lighting. This was powered by Duck Reach Power Station, which was also used to supply The Launceston Municipal Tramways, which opened on August 4, 1911.

Launceston used Single-Deck trams, initially operating from a City Depot in Invermay Road, near the railway station.



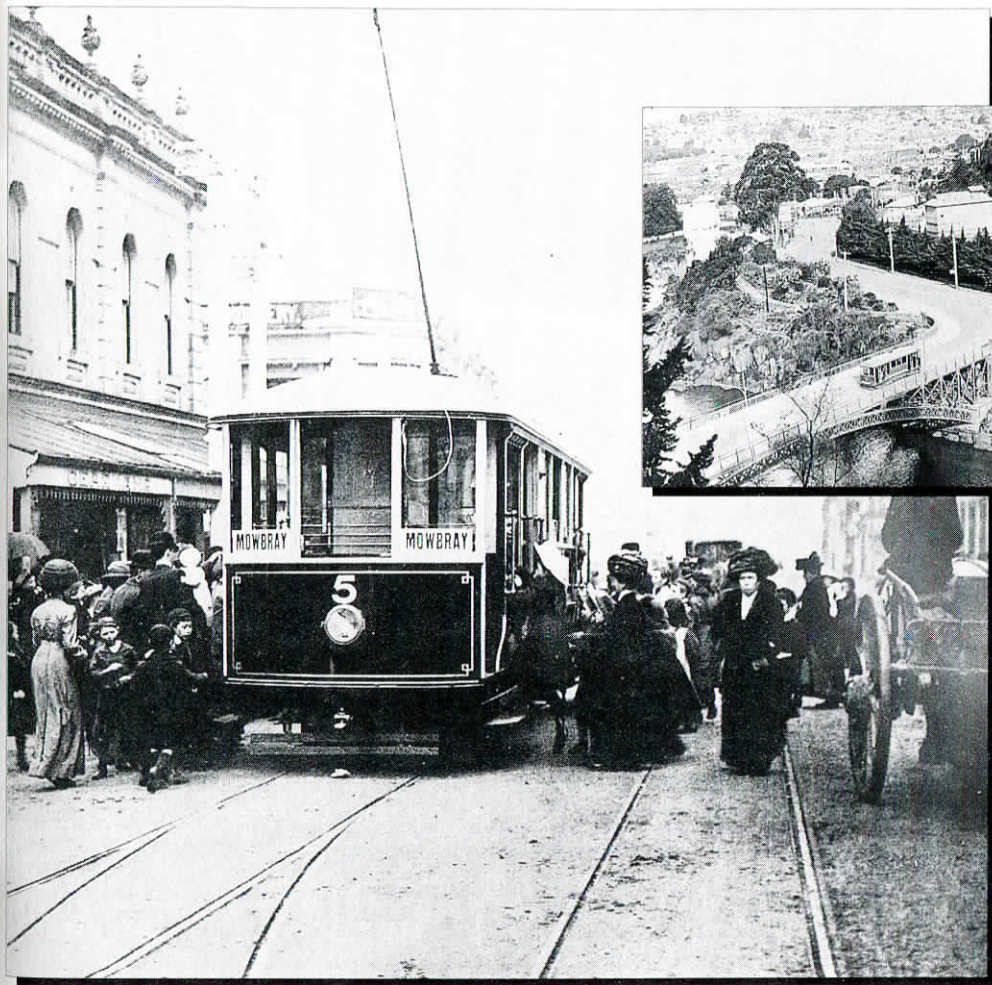
*Trial run on Brisbane Street, August 3, 1911*



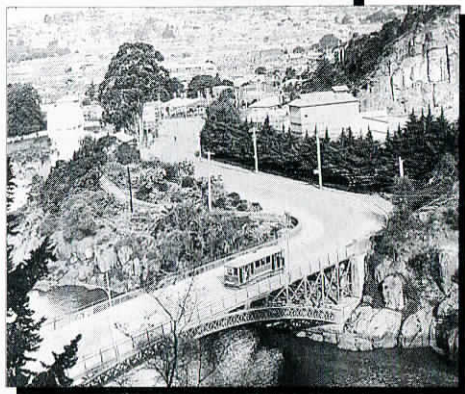
*In service near the intersection of St John  
and Brisbane Streets*







*The rush on the first day of operation.*



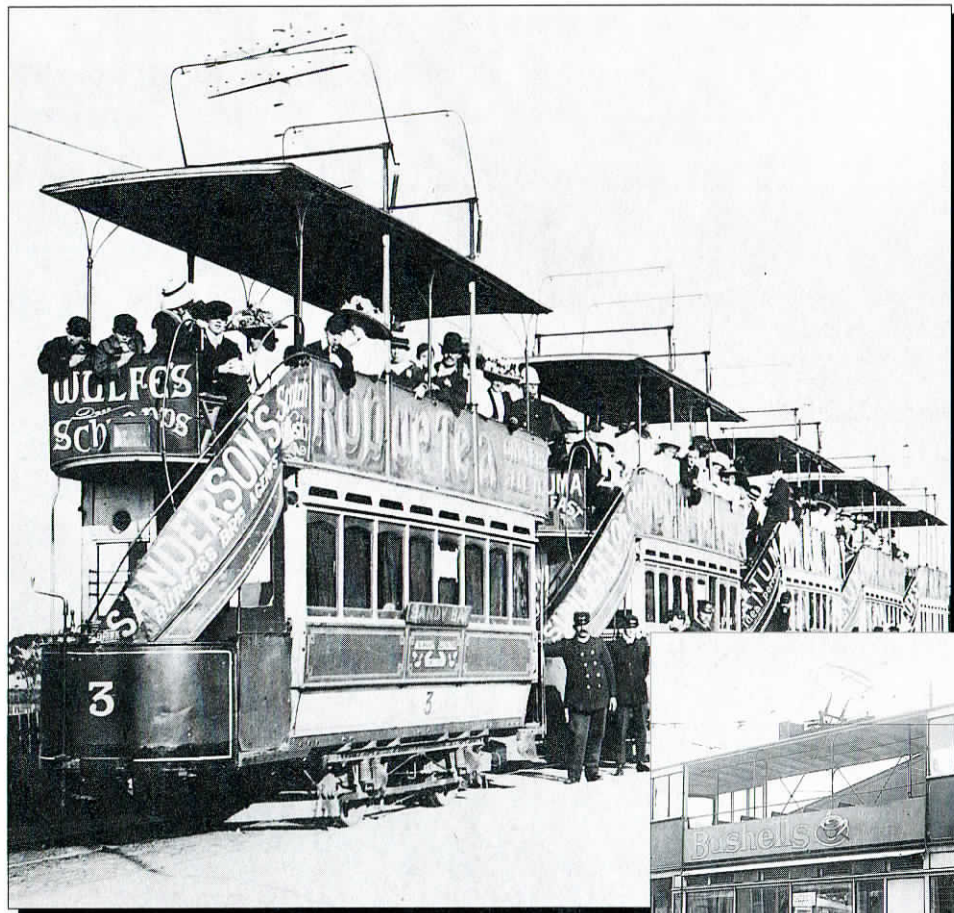
*The line was extended to Trevallyn in 1913.*

**L**aunceston's first services ran to King's Bridge, Newstead and Mowbray. The line was extended beyond King's Bridge to Trevallyn in 1913.

Following disastrous floods in 1929, the City Depot was moved from Invermay road to Metro's present location in Howick Street.



The Hobart City Council purchased the Hobart Electric Tramway Company in 1913, and immediately set about extending the system. The first extension was the Sandy Bay Terminus to Heathorn Avenue. While the old open-top Double-Deck tram was initially used, it was eventually replaced by the Single-Deck twin compartment tramcar.



*Open-top Double-Decks at Sandy Bay Terminus*



*Double-Deck tramcar with enclosed ends built in 1925.*







Single-Deck Tramcar, Murray Street 1946

Double-Deck Tram 49 overturned and was subsequently cut down to Single-Deck in 1948.

Hobart's somewhat hilly terrain and the narrow (3'6") gauge track combined to make Double-Decks unstable. Single-Deck tramcars gradually replaced the Double-Decks, and following three incidents where Double-Decks overturned on Sandy Bay Road, all of the thirty-one remaining Double-Decks were cut down to Single-Deck.



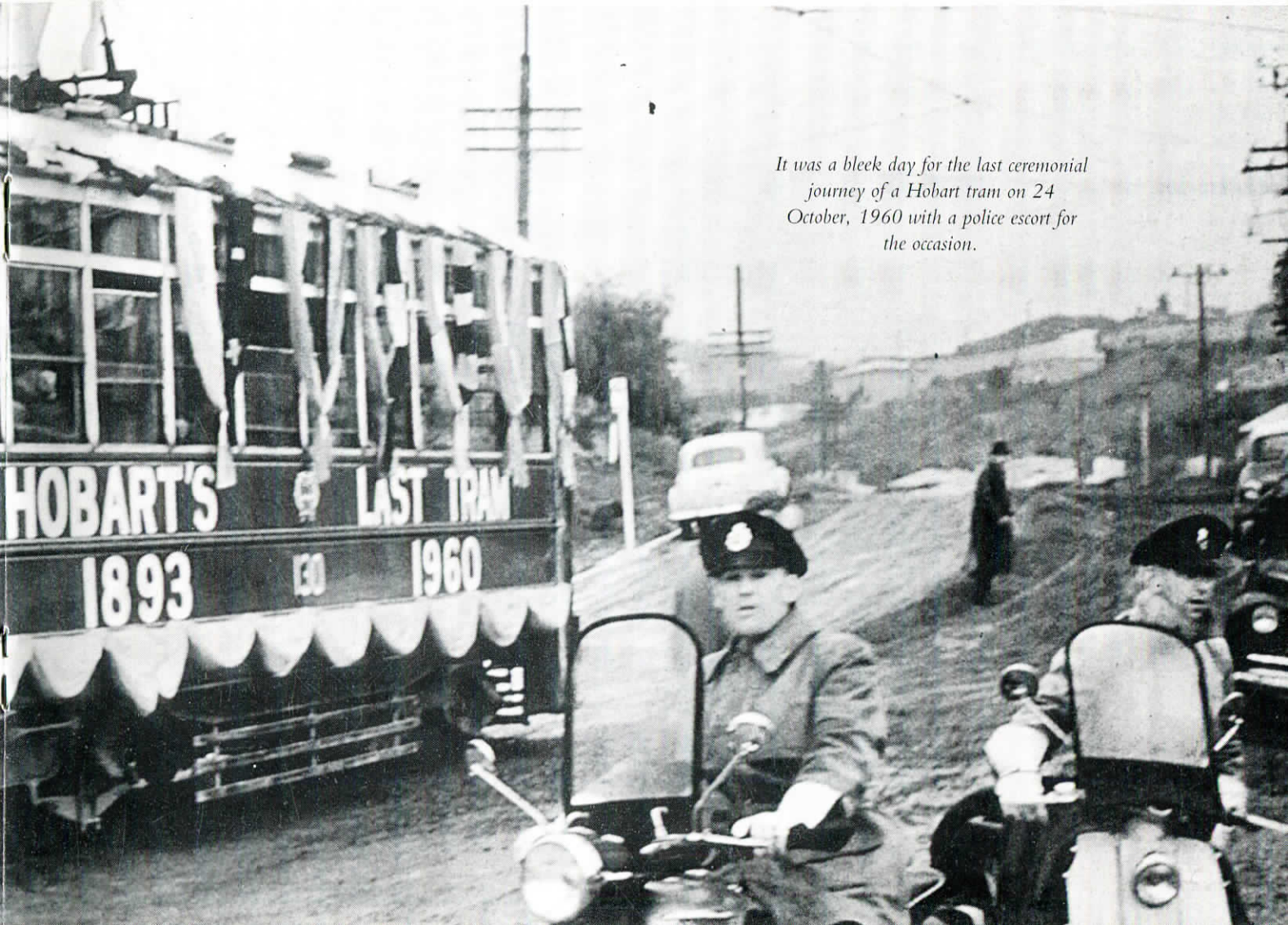




GOOD - BYE

LAST TRAM





*It was a bleak day for the last ceremonial  
journey of a Hobart tram on 24  
October, 1960 with a police escort for  
the occasion.*



**E**lectric Trolley Buses commenced operation in Hobart on October 29, 1935.

Some of the earliest vehicles were Leyland "Canton" Trolleys, so named because they were originally built for service in Canton but could not be delivered when the Japanese invaded China in 1938.

After slight modification, the Trolleys were redirected to Hobart.



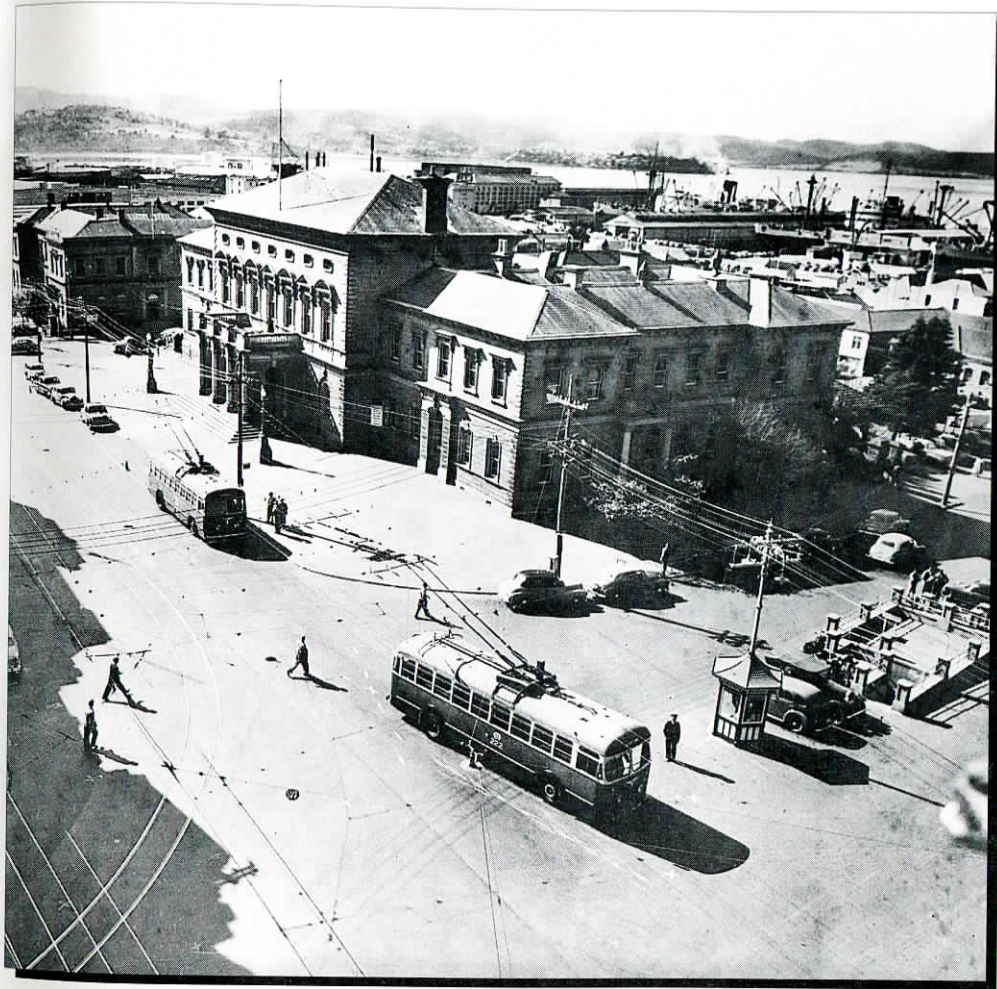
*The Leyland "Canton" Trolley*



*One of Launceston's last trams*







*H.C. Heathorn's Truly Tasmanian Trolley Bus.*

The first truly Tasmanian Trolley Buses were constructed by H.C. Heathorn & Co in Hobart, using a British United Traction chassis. Thirty-six of these vehicles operated in Hobart, and one in Launceston.

Trolley buses ran in Hobart until November 24, 1968, and in Launceston until July 26 of the same year.



**T**he Hobart and Launceston City Councils' public transport systems were taken over by the Metropolitan Transport Trust (Metro) on March 1, 1955.

This was the result of a decision to bring all public passenger transport under the control of a semi-government authority. From this time on, Fuel Buses began to replace both Trams and Trolley Buses.



*Early Regal Fuel Bus, Franklin Square, Hobart*



*One of the Metro's Bedford Fuel Buses*







*Volvo Articulated Bus, Hobart, 1980*

*A Leyland national bus advertising the introduction of electronic ticketing in 1988.*

The change-over to Fuel Buses gained momentum, until at one stage Metro had the largest fleet of Bedford buses in the Southern Hemisphere. Three Volvo Articulated Buses were introduced in 1980, with 22 in service by 1986. Electronic ticketing was introduced to the entire bus fleet in 1988.



**T**he Ansair Company established a vehicle building factory at Kingston near Hobart in response to a major bus replacement program embarked upon by Metro in 1986.

The Ansair factory has supplied Metro with Mercedes Benz Light-Duty Buses, M.A.N. Midi Buses and Scania Heavy-Duty Buses.



*The Ansair Factory at Kingston, near Hobart*

*Mercedes Benz Light Duty Buses  
operate in Launceston and Burnie*







M.A.N. Low Floor Midi Bus, Launceston 1993



Launch of a Scania Low Floor Heavy  
Duty Bus, Hobart 1993



**T**he history of Public Transport in Tasmania has been characterised by a pioneering spirit. New ideas have not been met with the usual resistance to change, but rather have been eagerly explored by a people unafraid of innovation.

It is in keeping with this spirit that Metro takes the Tasmanian commuter into a new era of comfort and convenience with the state-of-the-art Scania "Orana", built at the Ansair Factory.

Metro. On the road for one hundred years. With no sign of slowing down.



*Shape of the future; The Scania "Orana" Bus.*



